

Wagner Opposes Moses and Barnes Over Expressway

By CHARLES G. BENNETT

Mayor Wagner appeared last night to be headed for a collision with two of his top aides over whether the \$100,000,000 Lower Manhattan Expressway should be revived.

It became known that the Mayor had written letters expressing the view that the expressway should be removed from the city map. This process is known in official parlance as "demapping" the highway.

On Wednesday Robert Moses, Mayor Wagner's representative in the city arterial program and a prime mover in the expressway plan since it was first projected in 1941, called on the City Planning Commission not to demap the expressway.

Yesterday, Traffic Commissioner Henry A. Barnes also urged keeping the expressway on the city map.

Project Held Essential

In a telegram to Mr. Moses, Commissioner Barnes said he would appear at the Planning Commission's hearing next Wednesday on the demapping proposal and urge the commission "to retain this proposed facility on the street map."

The Traffic Department, Mr. Barnes declared, "considers this expressway essential to the present and future transportation needs of the city."

The developments in the expressway project led to assurances by many organizations on both sides of the argument that they would appear before the Planning Commission to support their points of view.

Mr. Moses' office received pledges of support from eighteen civic organizations and several labor unions.

Among the expressway opponents is the Joint Committee to Stop the Lower Manhattan Expressway, of which Mrs. Jane Jacobs, author and planner, is chairman. She said she expected all 28 organizations that had fought the project late last year to continue their battle at next Wednesday's hearing.

Assemblyman Louis De Sal-

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EXPRESSWAY BAN BACKED BY MAYOR

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vio, a Democrat representing the Manhattan Second Assembly District in the expressway area, made known his readiness to renew his fight against the project.

Jack Van Bibber, a member of the Jacobs Committee, made public a letter he had received from Mayor Wagner, dated April 2, in which the Mayor said he could "understand the concern that has been expressed

about the possibility of reviving the Lower Manhattan Expressway proposal, and there need no longer be any such concern once the route is removed from the city map."

"This act by the City Planning Commission has my complete approval," Mr. Wagner wrote, "and I know it has yours."

It became known that the Mayor also had written to Francis J. Bloustein, acting chairman of the City Planning Commission, urging the commission to demap the expressway.

Referring to the Board's action of last Dec. 11 in voting not to condemn land needed for the expressway, Mrs. Jacobs and Mr. Van Biber criti-

cized as "erroneous and deceptive" Mr. Moses' contention that the board's decision was merely "yielding to the demands of a group of local property owners."

They referred to the Board of Estimate's announcement at that time that it had dropped the expressway because traffic congestion in Lower Manhattan would be adequately relieved by other facilities, and because the board feared "the effects of economical and social blight in the shadow of the expressway."

The board also said it did not regard the expressway as in the public interest "justifying the expenditure of \$100,000,000 and the uprooting and dislocation of 2,000 families."

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